

## CONTRACT CHANGE ORDER NO. 2 – FINAL/BALANCING

<b>AIRPORT</b>	<u>Augusta Regional Airport</u>	<b>Date</b>	<u>September 21, 2023</u>
<b>LOCATION</b>	<u>Augusta, GA</u>	<b>AIP No.</b>	<u>3-13-0011-054-2022</u>
<b>PROJECT</b>	<u>Construct Standard Aero Ramp Rehabilitation – 0119700-202062.03</u>	<b>CONTRACTOR</b>	<u>ER Snell Contracting, Inc.</u>

You are requested to perform the following described work upon receipt of an approved copy of this document or as directed by the engineer.

Item No.	Bid Alternate	Description	Unit	Unit Price	Quantity	Amount
<b>Extra Work – Base Bid</b>						
C-105.1	CO 2	Mobilization, Cleanup, and Demobilization	LS	\$14,750.00	1	\$14,750
C-105.2	CO 2	Airfield Safety and Traffic Control	LS	\$17,325.00	1	\$17,325.00
P-101.5	CO 2	Asphalt Pavement Milling (2")	SY	\$14.00	2,062	\$28,868.00
C-102.1a	Base	Installation and Removal of Silt Fence or Silt Sock	LF	\$6.75	-301	(\$2,034.45)
C-102.1b	Base	Construct, Maintain, and Remove Inlet Sediment Trap	EA	\$429.00	-1	(\$429.00)
C-102.1c	Base	Construct, Maintain, and Remove Excavated Inlet Sediment Trap	EA	\$920.00	-1	(\$920.00)
C-102.1d	Base	Installation and Removal of Check Dam Hay Bale	EA	\$429.00	-44	(\$18,876.00)
C-102.1e	Base	Construct, Maintain, and Remove Construction Exit	EA	\$5,320.00	-1	(\$5,320.00)
C-102.1g	Base	Emergency Erosion Control Mobilization	LS	\$6,130.00	-1	(\$6,130.00)
P-101.1	Base	Asphalt Concrete Pavement Removal, Full Depth, Off Site	SY	\$12.50	-972	(\$12,150.00)
P-101.2	Base	Asphalt Pavement Milling (4")	SY	\$20.00	-49	(\$980.00)
P-101.3	Base	Remove Existing Sidewalk	SY	\$79.00	-20	(\$1,580.00)
P-101.4	Base	PCC Pavement Removal, Dispose Off Site	SY	\$42.50	-12	(\$495.98)
P-152.1	Base	Unclassified Excavation/Dispose Off Site	CY	\$41.75	-1,940	(\$80,995.00)
P-152.2	Base	Subgrade Preparation	SY	\$1.50	-9,368	(\$14,052.00)
P-152.3	Base	Unsuitable/Over Excavation	CY	\$92.50	-47	(\$4,342.88)
P-209.1	Base	Crushed Aggregate Base Course (10")	CY	\$85.50	-1,822	(\$155,781.00)
P-401.1	Base	Asphalt Concrete Surface Course	TON	\$193.00	-61	(\$11,693.87)
P-403.1	Base	Asphalt Concrete Leveling Course	TON	\$171.00	453	\$77,463.00
P-602.1	Base	Emulsified Asphalt Prime Coat	GAL	\$20.75	-1,019	(\$21,144.25)
P-603.1	Base	Emulsified Asphalt Tack Coat	GAL	\$5.40	1,176	\$6,350.40
P-620.1	Base	Temporary Pavement Markings	SF	\$13.25	-195	(\$2,583.75)
P-620.2	Base	Permanent Pavement Markings	SF	\$13.25	-195	(\$2,583.75)
F-162.1	Base	Remove Airfield Perimeter Fence (Chain Link)	LF	\$10.00	-75	(\$750.00)
F-162.2	Base	Install New Airfield Perimeter Fence (Chain Link)	LF	\$49.00	-75	(\$3,675.00)
F-162.3	Base	Install Vehicle Swing Gate	EA	\$3,060.00	-1	(\$3,060.00)
D-751.2	Base	Aircraft Rated Manhole Covers	EA	\$6,130.00	-1	(\$6,130.00)
D-751.6	Base	Adjust Storm Manhole to Grade	EA	\$1,230.00	-1	(\$1,230.00)
331000.1a	Base	6" Restrained Joint eDuctile Iron Pipe	LF	\$145.00	-16	(\$2,320.00)



## JUSTIFICATION FOR CHANGE

1. Brief description of the proposed contract Amendment and location(s).

### Quantity Adjustments:

There are items included in the original bid that need to be adjusted in order to cover the quantities and revised unit cost shown on the construction plans to complete the approved project scope. These items include:

- **C-102.1a Installation and Removal of Silt Fence or Silt Sock – Base Bid:**
  - As-constructed quantity
- **C-102.1b Construct, Maintain, and Remove Inlet Sediment Trap – Base Bid:**
  - As-constructed quantity
- **C-102.1c Construct, Maintain, and Remove Excavated Inlet Sediment Trap – Base Bid:**
  - As-constructed quantity
- **C-102.1d Installation and Removal of Check Dam Hay Bale – Base Bid:**
  - As-constructed quantity
- **C-102.1e Construct, Maintain, and Remove Construction Exit – Base Bid:**
  - As-constructed quantity
- **C-102.1g Emergency Erosion Control Mobilization – Base Bid:**
  - As-constructed quantity
- **P-101.1 Asphalt Concrete Pavement Removal, Full Depth, Off Site – Base Bid:**
  - As-constructed quantity
- **P-101.2 Asphalt Pavement Milling (4”) – Base Bid:**
  - As-constructed quantity
- **P-101.3 Remove Existing Sidewalk – Base Bid:**
  - As-constructed quantity
- **P-101.4 PCC Pavement Removal, Dispose Off Site – Base Bid:**
  - As-constructed quantity
- **P-152.1 Unclassified Excavation/Dispose Off Site – Base Bid:**
  - As-constructed quantity
- **P-152.2 Subgrade Preparation – Base Bid:**
  - As-constructed quantity
- **P-152.3 Unsuitable/Over Excavation – Base Bid:**
  - As-constructed quantity
- **P-209.1 Crushed Aggregate Base Course (10”) – Base Bid:**
  - As-constructed quantity
- **P-401.1 Asphalt Concrete Surface Course – Base Bid:**
  - As-constructed quantity
- **P-403.1 Asphalt Concrete Leveling Course – Base Bid:**
  - As-constructed quantity
- **P-602.1 Emulsified Asphalt Prime Coat – Base Bid:**
  - As-constructed quantity
- **P-603.1 Emulsified Asphalt Tack Coat – Base Bid:**
  - As-constructed quantity
- **P-620.1 Temporary Pavement Markings – Base Bid:**
  - As-constructed quantity
- **P-620.2 Permanent Pavement Markings – Base Bid:**
  - As-constructed quantity
- **F-162.1 Remove Airfield Perimeter Fence (Chain Link) – Base Bid:**
  - As-constructed quantity
- **F-162.2 Install New Airfield Perimeter Fence (Chain Link) – Base Bid:**
  - As-constructed quantity
- **F-162.3 Install Vehicle Swing Gate – Base Bid:**
  - As-constructed quantity
- **D-751.2 Aircraft Rated Manhole Covers – Base Bid:**

- As-constructed quantity
- **D-751.6 Adjust Storm Manhole to Grade – Base Bid:**
  - As-constructed quantity
- **331000.1a 6” Restrained Joint, eDuctile Iron Pipe – Base Bid:**
  - As-constructed quantity
- **T-901.1 Seeding, Staging Area – Base Bid:**
  - As-constructed quantity
- **T-901.2 Temporary Seeding – Base Bid:**
  - As-constructed quantity
- **T-901.3 Permanent Seeding – Base Bid:**
  - As-constructed quantity
- **T-905.1 Topsoiling, Staging Area – Base Bid:**
  - As-constructed quantity

**Extra Work/New Bid Item:**

There are several items that were erroneously not included in the original bid or extra items not included in the original bid that will be necessary to complete the approved project scope. These items include:

- **C-105.1 Mobilization, Cleanup, and Demobilization:** Additional Contractor mobilization outside the original constraints of the project’s scope in order to pave additional areas of the Standard Aero Ramp.
- **C-105.2 Airfield Safety and Traffic Control:** Additional Contractor safety and security outside the original constraints of the project’s scope in order to pave additional areas of the Standard Aero Ramp.
- **P-101.5 Asphalt Concrete Pavement Milling (2”):** Additional asphalt pavement removal outside the original constraints of the projects scope in order to pave additional areas of the Standard Aero Ramp.

**New Construction Specifications:**

N/A

**Revised Construction Specifications**

N/A

2. Reason(s) for the change(s) *(Continue on reverse if necessary)*

**C-105.1 Mobilization, Cleanup, and Demobilization** – Additional mobilization related to the additional paving work outside of the original project limits on Standard Aero’s ramp. This additional mobilization was requested by the Contractor in order to remobilize onto the site after they had already completed their contractual work. This line item includes but is not limited to the additional mobilization of men and equipment to the site along with labor and overhead associated with the work and additional survey. During bidding, the project was broken into a base bid and two bid alternatives. At the conclusion of work associated with the base bid, there were conversations between the Owner, Contractor, Tenant, and Consultant to determine if some of the savings within the project could be utilized and pick up additional pavement rehabilitation along the ramp. Because the extra work was not a full depth rehabilitation/reconstruction, the best course of action was to mill the identified areas 2” and repave with an asphalt course. This would give some additional life to the existing pavement for the tenant and Airport as well as utilize some the project savings.

**C-105.2 Airfield Safety and Traffic Control** – Additional airfield safety and traffic control is related to the additional paving work outside of the original project limits on Standard Aero’s ramp. This additional safety and security was requested by the Contractor in order to remobilize onto the site after they had already completed their contractual work and provide the necessary amount of badged personnel and guards to safely control and secure the site. During bidding, the project was broken into a base bid and two bid alternatives. At the conclusion of work associated with the base bid, there were conversations between the Owner, Contractor, Tenant, and Consultant to determine if some of the savings within the project could be utilized and pick up additional pavement rehabilitation along the ramp. Because the extra work was not a full depth rehabilitation/reconstruction, the best course of action was to mill the identified areas 2” and repave with an asphalt course. This would give some additional life to the existing pavement for the tenant and Airport as well as utilize some the project savings.

**C-102.1a Installation and Removal of Silt Fence or Silt Sock** – The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

**C-102.1b Construct, Maintain, and Remove Inlet Sediment Trap** – The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

**C-102.1c Construct, Maintain, and Remove Excavated Inlet Sediment Trap** – The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

**C-102.1d Installation and Removal of Check Dam Hay Bale** – The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

**C-102.1e Construct, Maintain, and Remove Construction Exit** – The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

**C-102.1g Emergency Erosion Control Mobilization** – The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

**P-101.1 Asphalt Concrete Pavement Removal, Full Depth, Off Site** – The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

**P-101.2 Asphalt Pavement Milling (4")** – The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

**P-101.3 Remove Existing Sidewalk** – The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

**P-101.4 PCC Pavement Removal, Dispose Off Site** – The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

**P-101.5 Asphalt Pavement Milling (2")** – This new milling line item was negotiated and introduced into the project in order to pave the additional areas of the ramp that were not originally included within the scope of this project. During bidding, the project was broken into a base bid and two bid alternatives. At the conclusion of work associated with the base bid, there were conversations between the Owner, Contractor, Tenant, and Consultant to determine if some of the savings within the project could be utilized and pick up additional ramp rehabilitation along the ramp. Because the extra work was not a full depth rehabilitation/reconstruction, the best course of action was to mill the identified areas 2" and repave with an asphalt course. This would give some additional life to the existing pavement for the tenant and Airport as well as utilize some the project savings.

**P-152.1 Unclassified Excavation/Dispose Off Site**– The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

**P-152.2 Subgrade Preparation** – The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

**P-152.3 Unsuitable/Over Excavation** – The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

**P-209.1 Crushed Aggregate Base Course (10")** - The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

**P-401.1 Asphalt Concrete Surface Course** – The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

**P-401.3 Asphalt Concrete Surface Course** – The increase of quantity in the Base Bid is a result of the as performed quantities per the scope of work along with the additional quantity associated with the areas paved outside of the original project limits. During bidding, the project was broken into a base bid and two bid alternatives. At the conclusion of work associated with the base bid, there were conversations between the Owner, Contractor, Tenant, and Consultant to determine if some of the savings within the project could be utilized and pick up additional ramp rehabilitation along the ramp. Because the extra work was not a full depth rehabilitation/reconstruction, the best course of action was to mill the identified areas 2” and repave with an asphalt course. This would give some additional life to the existing pavement for the tenant and Airport as well as utilize some the project savings.

**P-602.1 Emulsified Asphalt Prime Coat** – The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

**P-603.1 Emulsified Asphalt Tack Coat** – The increase of quantity in the Base Bid is a result of the as performed quantities per the scope of work along with the additional quantity associated with the areas paved outside of the original project limits. During bidding, the project was broken into a base bid and two bid alternatives. At the conclusion of work associated with the base bid, there were conversations between the Owner, Contractor, Tenant, and Consultant to determine if some of the savings within the project could be utilized and pick up additional ramp rehabilitation along the ramp. Because the extra work was not a full depth rehabilitation/reconstruction, the best course of action was to mill the identified areas 2” and repave with an asphalt course. This would give some additional life to the existing pavement for the tenant and Airport as well as utilize some the project savings.

**P-620.1 Temporary Pavement Markings** – The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

**P-620.2 Permanent Pavement Markings** – The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

**F-162.1 Remove Airfield Perimeter Fence (Chain Link)** – The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

**F-162.2 Install New Airfield Perimeter Fence (Chain Link)** – The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

**F-162.3 Install Vehicle Swing Gate** – The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

**D-751.2 Aircraft Rated Manhole Covers** – The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

**D-751.6 Adjust Storm Manhole to Grade** – The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

**331000.1a 6” Restrained Joint, eDuctile Iron Pipe** – The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

**T-901.1 Seeding, Staging Area** – The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

**T-901.2 Temporary Seeding** – The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

**T-901.3 Permanent Seeding** – The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

**T-905.1 Topsoiling, Staging Area** – The reduction of quantity in the Base Bid is a result of the as performed quantities per the scope of work.

3. The Sponsor's share of this cost is available from: NA
4. If this is a supplemental agreement involving more than \$2,000, is the cost estimate based on the latest wage rate decision? Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable <input checked="" type="checkbox"/>
5. Has consent of surety been obtained? Yes <input type="checkbox"/> Not Necessary <input checked="" type="checkbox"/>
6. Will this change affect the insurance coverage? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
7. If yes, will the policies be extended? Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable <input checked="" type="checkbox"/>
8. Has this Change Order been discussed with FAA officials? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> When: 11/13/2023 With Whom: Mrs. Laura Breeding
Comment(s):